



CHAPTER
613

November 2003

www.eaa-chapter613.org



Chapter 613 PotLuck 2003

Pictured above are some of the attending members.

From left to right they are:

**Marge Butterfield, Don and Anita Taylor (in front of Don), John Butterfield
Bob Paradis, Moe DuBois and Frank Gibney**

Views and News

By Bill Morelli

On The Cover – Photo taken at Chapter 613's first gathering of the season. Food was great and so was the company (of course!) More photos starting on page 6.

Hobie Tomlinson continues his Flight Advisor column this month the topic being "Cross Country Emergencies" Starting on Page 4

First Pancake Breakfast - Shelburne Airport Sunday, November 16th

October Potluck and Minutes

By Marge Butterfield

There was a nice turnout for the annual October potluck at the Shelburne Airport on Sunday, October 26th. When John and I arrived, everything was already set up. **Donald Taylor** brought down the new tables and chairs and the local Shelburne "coffee crew" was kind enough to pitch in to have the hangar all set up and ready to go. As usual, there was a great assortment of food to feast on. It was great seeing people you hadn't seen in quite a while and catching up on all the news. President, **Terry Griffin**, called the meeting to order at 2:45 p.m. Following are the minutes of the meeting:

- Thanks were extended to **Donald Taylor** for taking on the job of purchasing the tables and chairs. Donald came in under budget by one cent!
- Terry advised that Donald is making progress on the trailer that he is making to hold the tables, chairs, stove, coffee maker and miscellaneous boxes for use at the pancake breakfasts. The cost for materials to date is a modest \$138.00.
- Thanks were also extended to those members who helped set up for the potluck.
- **Donald Taylor** gave a report on what went in to constructing our new trailer. As mentioned last month, **George Chaffee**

donated an aircraft trailer to the Chapter. Donald then spent two weeks just working on the steel part of the frame (cutting it down to size, welding, etc). He now has the trailer enclosed with a nice curved roof. Don said everybody is mistaking it for a fishing shanty! Donald plans to paint the trailer and also put a logo on the side. The Chapter will also have to purchase new tires for the trailer. Thanks Donald for all the work you've put into this project!

- **Terry Griffin** announced that the next three pancake breakfasts will be held at the Shelburne Airport on Sunday, November 16th, December 14th and January 18th. **John and Marge Butterfield** volunteered to cook for the November pancake breakfast.
- It was announced that **Frank Gibney** has volunteered to take over as Chairman of the Scholarship Committee. Way to go Frank! **Terry Griffin** said that we are going to try and target more people and one way to accomplish this would be by sending e-mails to all CFI's advising them of the scholarships available to their students.
- Elections will be held next month. **Dave Harrison** announced that he would like to step down. He said most of the work as treasurer takes place at the pancake breakfasts (collecting money for the breakfasts, raffle tickets and annual dues). **Steve Couzelis** announced that he would run as a candidate. If there are any members who would like to run for any of the officer positions, please bring it up at the next meeting. Both **Terry Griffin** and **Marge Butterfield** announced that they would still run for President and Secretary; however would be willing to step down if someone else would like to run. **Donald Taylor** announced that he may be interested in running for Vice President. This would depend on what happens with the Young Eagles Program as he is currently the Young Eagles Coordinator.
- **Bill and Carol Morelli** were applauded for the Great...and we mean GREAT job they are doing on the Chapter newsletter.

- It was voted to order 24 EAA calendars this year and use them as a fundraiser by charging \$10.00 apiece. They make great gifts for Christmas. You'll be able to purchase them at the next pancake breakfast ---just in time for the holidays.
- Young Eagles Coordinator, **Donald Taylor**, announced that the deadline for the million Young Eagle rides is December 17th. Our Chapter has given 472 rides this year and we are going to try for 500 by the 17th of December. We far surpassed our original goal of 300 rides. **Bill Yendrzeski** announced that when he last checked on the internet the total national Young Eagle rides given were 990,000. Only 10,000 more to go.
- **John Butterfield** announced that the Activities Director position is available for the coming year. If anyone is interested in this position, please let the Chapter know by the next meeting.

John Butterfield	35
Mike Pecue	33
John McNerney	10
Bill Yendrzeski	42
Chuck Robitaille	5
Frank Gibney	5
Bill Morelli	5
Steve Couzelis	32
Loren Shaw	32
Ron York	3

I went to Morrisville on October 11th and flew 24 Young Eagles.

From The Young Eagle Office

Steve Buss, said we are right on track and during the next two months we want to maintain our current pace so we can reach our goal with time to spare.

While the majority of Young Eagles are from the United States, the program has provided flights to kids from 90 different countries thanks to the efforts of more than 35,000 volunteer pilots and 50,000 ground support volunteers.

As of November 4th, the Young Eagles office has recorded 996,235 Young Eagle flights with 3,765 flights to go.

Keep up the good work and we should reach our goal by December 17th, with time to spare.



YOUNG EAGLES

by
Donald Taylor

We have 15 pilots reporting Young Eagle flights so far this year for a total of 489. We have surpassed our goal for 2003 by 172. We are now looking to make it 500! Don't forget, 17 Young Eagle flights went to Chapter 1375 – Bennington, VT.

Walter Houton	1
Peter LaFramboise	42
Gorge Godin	11
Donald Taylor	231
George Coy	4

Safety Tip

Some people use the term "Uncontrolled Airport" to mean the same thing as "Non Towered Airport" but non towered airports are anything but "Out of Control".

Non Towered Airports – It's a shorthand way to refer to airports not served by operating air traffic control towers and that includes most of

the airports in the United States. At present, some 12,000 airports are non towered, compared to approximately 400 that have FAA towers. Millions of safe operations in all types of aircraft are conducted at non towered airports in a variety of weather conditions. It works because pilots put safety first and use commonly known procedures.

Did You Know

When Orville and Wilbur Wright flew their flyer at Kitty Hawk on December 17, 1903, they did more than achieve the ancient dream of conquering the sky. They unleashed a torrent of engineering genius that created a new world.

Although it was not apparent at the time, their awkward looking flying machine contained in rudimentary form of all the elements from wings and engine to propeller and landing gear that would one day be found on a modern aircraft.

Flight Advisor Corner

by Hobie Tomlinson

Cross Country Emergencies

I wanted to do one more article on Emergencies, expanding upon last month's article and talking about problems, which may occur as we start operating away from the immediate airport area. These events are not unique to newly built aircraft, but can occur in any aircraft. As with most machinery, the more frequently aircraft are used, the better they seem to work. Aircraft that have sat for long periods without use need extra maintenance & care when they are returned to flight status. It goes without saying that skimping on maintenance is a poor bargain. As the saying goes: "Take care of your equipment & it will take care of you"!

In an attempt to come up with a list of items for this month article, I decided to work with some typical issues, which can affect VFR cross countries in single engine aircraft. We will look at:

Route Evaluation
Engine Problems
Unforecast Weather
Structural Problems
Electrical Problems
Survival Equipment
Instrument Problems

Route Evaluation should begin with a consideration of the weather, type of operation (day, night, IFR) and our experience with the particular aircraft involved. Direct East or West flights in New England can involve some pretty inhospitable terrain and probably should be reserved for day flights in good weather. (Remember Risk Management?) Operations over this type terrain should be done at the higher cruising altitudes to give a larger "glide cone" in case of engine failure. These routes should be avoided in favor of the "valley routes" whenever operating at night or in less than ideal weather. Valley routes allow more diversion sites, lower cruise altitudes and less hostile terrain.

Unforecast Weather is a fact of life. It would be nice if we could only fly on those severe clear days when this is not an issue, however reality usually dictates otherwise. This is where some prethought personal minimums pay huge dividends. My personal feelings are that marginal VFR weather is only for local flying and not cross-countries. That means the no-go weather for **day X-C** is anything less than 3000' and 5 miles. I would personally double that to 6000' and 10 miles for night X-C. Obviously do not mix marginal weather with mountains. Flying in reduced visibility or a night requires very accurate navigation and high situational awareness. Many CFIT (Controlled Flight Into Terrain) accidents happen at night in clear weather. Remember that low visibility changes how terrain features appear & that VOR reception may not be available at the lower altitudes. If the weather starts to worsen, it is time to divert to the nearest suitable airport. Always leave yourself an out & do not hesitate to use it. **Do Not** start "punching" into clouds, as they can have rocks in them. Descend to maintain ground contact & foreword visibility. If all escape routes are weathered in, an off field landing in a suitable area is preferable to flying into something or losing control!

Electrical Problems come in a couple of varieties. One is smoke, arcing, fire and the other is power failure. As light aircraft get more electrical equipment, this becomes more of an issue. The smell of overheated electrical components is probably the first clue. It is extremely important that this be corrected before wires are hot enough to sustain combustion. If the offending

item can be identified, pull the circuit breaker, if not turn off the Master Switch! Fumes can be toxic, so time is of the essence. Make sure the item has cooled before venting the cabin. If an actual fire starts an immediate emergency descent and landing is the only recourse.

Electrical failure is the more common issue. If a single component has failed, be sure to check the circuit breaker. A single reset is all that is allowed, to preclude dealing with the above problem! If your aircraft is not equipped with a low voltage warning light, be sure to occasionally check the amp meter in flight. A typical light aircraft battery will probably give a good 30 minutes of power, provided that you identify the electrical problem when it first occurs. Reducing "heavy load" items like ldg lights & pitot heat will extend the time frame. Diversion is probably a good option, although in the daytime, if the weather is good & you are up on your pilotage, turning off the master switch will preserve battery power for landing at the destination.

Instrument Problems usually involve vacuum pump failure. This is not much of a problem VFR, except when is the last time you flew a heading on the Magnetic compass? If you haven't done it in a while, it might be interesting to try. The other issue with a failed instrument(s) is that they can be distracting. It is probably better to cover a failed instrument than to continually look at "bad data".

Engine Problems can involve cooling issues, partial power loss, full power loss or fire. Aircraft without cowl flaps have only oil temp to indicate engine temperature. High oil temp could be an indication of low oil quantity, so visually look for any signs of leakage. This could also be caused by a blockage in the oil cooler or the fact that the engine is getting very hot. Reducing power and/or increasing airspeed and richening the mixture should help, then monitor the situation. If the situation continues to worsen, diversion is probably in order.

Partial power failure requires slowing to best glide speed to ascertain if level flight is possible. If level flight is possible, diversion to the nearest available airport is in order. Level flight should be maintained until overhead the airport, as a partial power failure may change to a total power failure at any time. Troubleshoot the power loss by changing fuel tanks, turning on the boost pump, going to full rich mixture & applying Carb. Heat. If the engine is running roughly, try the magneto switch in just the "Left" or "Right" position. When overhead an airport fly a steep enough approach to allow for conversion to power off if needed.

Full power loss will probably result in a "off field" landing. This is where the choice of route and cruise altitude can pay big dividends. Higher cruise altitudes

and "Terrain Friendly" routes give far more suitable choices. As we discussed the forced landing maneuver last month, I will just look at some of the options when a desirable landing area is not available. Some fields may have approach obstacles the effectively makes them "one way". In this instance a downwind or crosswind landing may be preferred. In a field with a significant slope, upslope & downwind is the preferred landing direction. In plowed fields, it is necessary to land parallel to the furrows, irrespective of wind. Water is not desirable as high wing airplanes tend to capsize & deceleration rates are almost equal to a collision. If you are going to end up in the water, the closer to shore the better. Be sure to open a door before impact & use your shoulder straps! Do not unfasten your seat belt until you have hold of the door opening, as disorientation can be significant. In other than mid summer, hypothermia is a major danger of water. In the winter ice can be used, but make sure it is solid & without pressure ridges. Vehicles or their tracks are probably a good indication. Treed areas are low on the list of choices. If that is the only option, pick the smallest trees & slow flight into the tops. To paraphrase a quote from a WWII RAF pilot, "When a prang is inevitable, fly into the softest object at the slowest possible speed".

Fortunately, engine fires are very rare in non supercharged engines. Should one occur, immediately shut down the engine with the mixture control & turn off the fuel selector. If the fire goes out proceed with the forced landing maneuver. If the fire remains, increase airspeed to try to blow it out while slipping to keep heat away from the cockpit. Keep the speed up until necessary to slow for landing.

Structural problems require immediate landing. If involved in a "midair" and the aircraft is still controllable, do not change any flight parameters. Maintain existing airspeed, power setting and configuration while making a gradual descent to landing. Keep maneuvering loads low and **Do Not** experiment!

Survival Equipment should be the subject of a whole article by itself. Suffice to say a very basic group should include a compass, signaling device, waterproof matches, some sort of cutting tool, first aid kit, water & water purification device and some high energy snacks. The local hiking store is probably a good place to equip. Be sure to not overlook the obvious, adequate outdoor clothes. My dad always used to say about winter flying in single engine airplanes, "Dress like you were going to walk, because you might"! So until next month, **Think Right to Fli-Rite!**



PotLuck



2003





More



PotLuck



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FIRST CLASS MAIL



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